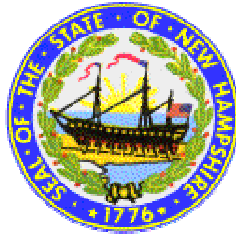

**TEN YEAR TRANSPORTATION
IMPROVEMENT PLAN
2009 - 2018
Supplement**

APPROVED BY THE NH LEGISLATURE
AND SIGNED INTO LAW BY THE GOVERNOR

PURSUANT TO
RSA 228:99 AND RSA 240 OF THE LAWS OF NEW HAMPSHIRE



PROJECTS LISTED ALPHABETICALLY



PREPARED BY THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

JUNE 25, 2008

HB 1646 – VERSION ADOPTED BY BOTH BODIES

19Mar2008... 1017h

04Jun2008... 2113cofc

2008 SESSION

08-2909

06/09

HOUSE BILL ***1646***

AN ACT relative to the 10-year transportation improvement plan.

SPONSORS: Rep. Bouchard, Merr 11; Sen. Hassan, Dist 23

COMMITTEE: Public Works and Highways

ANALYSIS

This bill updates the 10-year transportation improvement plan to maintain highways and bridges in the state.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears [~~in brackets and struck through.~~]

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

19Mar2008... 1017h

04Jun2008... 2113cofc

08-2909

06/09

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Eight

AN ACT relative to the 10-year transportation improvement plan.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 State 10-Year Transportation Improvement Plan. Amend RSA 240:1 to read as follows:

240:1 Legislative Intent.

I. The plan is predicated on the report submitted by the governor to the legislature dated ~~[February 16, 2006]~~ **January 15, 2008** and on the “State of New Hampshire Ten Year Transportation Improvement Plan ~~[2007-2016]~~ **2009-2018** Submitted to the Governor, Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire, by the Governor’s Advisory Commission on Intermodal Transportation (GACIT)” which was adopted by GACIT on ~~[December 7, 2005]~~ **November 28, 2007** and is intended to serve as the guideline for transportation projects in the state for the next decade.

II. The general court understands that ~~[the revenue projected for the plan period 2007-2016 2009-2018 is inadequate to fund all the projects in the plan. Without additional projects, it is estimated that with revenue increases at \$5 million per year, the plan will take approximately 14 years to complete, excluding consideration of inflation on the cost of the projects]~~ **this plan closely adheres to the estimated funding available for transportation projects for 2009-2018, returning New Hampshire to a realistic 10-year plan. The general court further understands that while the plan is reasonably financially constrained, the last 4 years of the plan are less certain in terms of scope, future funding, inflation, and priority.** In passing this plan, it is the general court’s intent to review the plan every 2 years, pursuant to RSA 228:99 and RSA 240, ~~[but]~~ **and** not to add projects **before the review**, except for emergencies~~[, until the funding is adequate to bring the plan within a projected 10-year completion framework].~~

2 Plan. Amend RSA 240:3 to read as follows:

240:3 Plan. The legislature hereby adopts the plan known as the “State of New Hampshire Ten Year Transportation Improvement Plan ~~[2007-2016]~~ **2009-2018** Submitted by the House Public Works and Highways Committee as Part of the

Legislative Process Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire” and encourages expeditious implementation of the projects shown therein.

3 State 10-Year Transportation Improvement Plan; Bedford Project; Reimbursement.

I. In the year in which the project is funded in the state 10-year transportation improvement plan, the town of Bedford shall receive 80 percent reimbursement of its cost of construction or improvements, or both, of route N.H. 101 from federal funds, provided the following conditions have been met:

(a) The town of Bedford shall demonstrate through an engineering study that the improvements benefit the safety and capacity of N.H. 101.

(b) The engineering design, environmental evaluation, purchase of right-of-way, and construction of any improvements is done in accordance with state and federal requirements that apply to federal aid projects.

II. Reimbursement under paragraph I is contingent on the availability of federal funding specific to the federal program which the project named Bedford, project number 13953, falls within.

III. Nothing in this section shall be construed as a guarantee of reimbursement by state or federal funds. This section allows for reimbursement for such construction or improvements, or both, based on the costs when such work is done.

4 Effective Date. This act shall take effect 60 days after its passage.

New Hampshire's Ten Year Transportation Improvement Plan

INTRODUCTION

New Hampshire RSA 228:99 and RSA 240 require the New Hampshire Department of Transportation (NHDOT) to propose a plan for improvements to the State's transportation system. The purpose of this legislation is to develop and implement a plan allowing New Hampshire to fully participate in federally supported transportation improvement projects.

This document contains the State's 2009 – 2018 Ten Year Transportation Improvement Plan, as recommended by the NHDOT, proposed by the Governor's Advisory Committee on Intermodal Transportation (GACIT), proposed by the Governor and adopted by the Legislature. The NHDOT developed this Ten Year Plan in compliance with RSA 228:99 and RSA 240, and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). In response to these state and federal requirements, the NHDOT has generated a long-term schedule to develop, maintain, and improve the state's transportation infrastructure.

The NHDOT is committed to preserve and improve the transportation system for safe and efficient movement of people and goods. The variety and scope of the projects included in this document demonstrate this commitment. These projects include highway and bridge projects, park and ride projects, rail and transit improvements, aeronautic improvements, and bicycle and pedestrian projects and initiatives. Collectively, these projects preserve and upgrade the existing system and take the State a step closer to a more complete and integrated transportation system.

The United States Congress has continued flexibility in the use of federal funds for transportation projects and encouraged further development of the intermodal transportation system serving the state and the nation. The current six-year reauthorization bill, called the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) continues the vision and initiatives of the previous authorizations. As the acronym suggests, this legislation has a major emphasis on safety. Additionally, the legislation is intended to provide flexibility, state and local decision-making, and improve project delivery, all in an effort to cost effectively address the nation's transportation needs.

Relative to the State's Ten Year Transportation Improvement Plan, its projects are in various stages of development in accordance with direction received from previous Ten Year Plans. Following its inclusion in the Ten Year Plan, a successful transportation project must meet four criteria to proceed: a project must be technically feasible, environmentally permissible, affordable, and have public acceptance.

2009-2018 TEN YEAR PLAN

OVERVIEW

This 2009-2018 Ten Year Plan proposes substantial reductions in both the number and costs of projects from the previous 2007-2016 Ten Year Plan to develop a financially constrained plan aligned more closely to anticipated funding. Previous Ten Year Plans were oversubscribed. More recently this circumstance was further exacerbated during this current update by several factors including the exceptionally large increase in construction costs (more than 45% between the years 2005 and 2007), the decision to include inflation to future year of construction, and the projection of relatively flat transportation revenues. At the beginning of the development of this plan, with updated cost estimates and projected revenues, it was estimated that the Ten Year Plan (excluding Turnpike projects) contained approximately \$4 billion of highway and bridge project costs with incoming revenue of approximately \$2.1 billion. Given this projected gap, a number of projects proposed in previous plans have been deferred, canceled, or re-scoped to develop a fiscally constrained plan that more closely adheres to the financial resources estimated to be available for transportation projects.

This 2009-2018 Ten Year Plan contains highway and bridge (excluding turnpike system) projects totaling an estimated \$2.3 billion against currently projected revenue of approximately \$2.1 billion. The estimates are based on the Financial Model for the Highway Fund which accounts for all sources of revenues and expenditures as well as inflation. The plan reflects and prioritizes the critical need to address the State's Red List bridges, accelerating the pace of their repair and replacement and reducing, through increased preservation efforts, the rate at which bridges are added to the Red List. The plan also reflects a strong emphasis on prioritizing the preservation of the entire existing transportation infrastructure.

While the plan is reasonably financially constrained, it does still contain approximately \$200 million more in projects than there are anticipated revenues. These projects are in the later four years of the Ten Year Plan and are consequently inherently less certain in terms of scope, future funding, inflation, and priority. These projects will require further consideration in future biannual updates to the Ten Year Plan as these factors are better understood in time. It is currently anticipated that funding will be raised to address these shortfalls, but the means or amount have not been determined at this time.

There are other factors and assumptions upon which the plan is based that will similarly need to be monitored and reevaluated in future updates with respect to their impact on the Ten Year Plan. These include the following:

- **Rate of Inflation:** The Ten Year Plan and Financial Model utilize an annual rate of inflation for construction cost of 3.2%. This is based on nationwide, long-term historical averages generated by FHWA. It was noted previously that recent

inflation rates over a period of three years have contributed significantly to the present financial situation. While this trend has leveled off recently, and those cost impacts have been absorbed and reflected in this Plan, dramatically different inflation rates will impact this plan.

- **Federal Funding Levels:** Level Federal Funding at the current rate of approximately \$140 million per year is anticipated. The Federal Aid program makes up the most significant portion of the Ten Year Plan. The current enabling Federal Transportation Legislation (SAFETEA-LU) expires in 2009. There are projections that by 2009 the Federal Highway Trust Fund will be spent down and available Federal funding could be reduced by approximately 30%. How future reauthorization and appropriations address this funding issue will impact this plan.
- **State Highway Fund:** For State Highway Fund revenue (gasoline road toll and vehicle registration fees), this Ten Year Plan and the associated Financial Model assume a modest growth rate based on historical trends (1996 – 2006) of approximately 1.8% per year. Volatile gas prices and other economic factors indicate trend toward level or slightly decreasing revenue over the immediate future. In addition Department operational costs are projected to increase at recent rates of approximately 5% per year going into the future. These rates reflect increases in Department personnel and benefits costs, material costs, energy costs, and vendor costs.

Over the past several years (beginning with the 2006 budget) the Department has operated under a negative budget, with the shortfalls addressed by spending down the Highway Fund Surplus. At the close of fiscal year 2009, the Highway Fund Surplus is projected to be drawn down to contain essentially no remaining balance. As operating costs continue to exceed anticipated funding, the Highway Fund Surplus could be in deficit by approximately \$60.1 million in 2010. How this deficit is addressed and what programs/activities it affects on the Capital side of the Fund will impact this proposed Ten Year Plan.

- **Turnpike Fund:** The 2009 – 2018 Ten Year Plan includes approximately \$400 million in priority Turnpike Capital Program and Investments. The Priority Turnpike Capital Program investments involve repairing / replacing all in-service Red List bridges on the Turnpike System and addressing a number of safety and capacity deficiencies. These improvements are facilitated by the toll increase implemented in October 2007, which is projected to increase toll revenue by \$23 million annually. This allows a revenue stream sufficient for procurement of bond issuance(s) to accomplish the Priority Turnpike Capital Program improvements. Turnpike Capital improvements beyond these identified in the Plan are problematic in terms of funding, and will need to be given further consideration in future Ten Year Plans.

The State is financially responsible for spending sufficient funding (as established by the Turnpike's Independent Engineer) for preserving the Turnpike infrastructure through the Renewal and Replacement Program, and to set aside \$2 million in a General Reserve Account for unanticipated Renewal and Replacement costs. For Fiscal Years 2009 through 2018, the Turnpike System's proposed Renewal and Replacement program is budgeted at approximately \$8 million per year (previously \$6 million per year) with annual increase to approximately \$12 million per year over 10 years in order to maintain the turnpike infrastructure in good working condition in accordance with Bond covenants. The actual amount funded will be dependent on the inflation of construction costs. Individual projects brought forward under the Renewal and Replacement program are generally developed one to two years in advance of construction.

Contents of This Ten Year Plan Document

The 2009 – 2018 Ten Year Plan is a listing of proposed projects that are to be funded and developed between the years 2009 and 2018. The listing's order is alphabetical by the municipality where the project is located. A description of the project, the estimated cost by phase, the funding source, the proposed timeframe to begin a particular phase, the previously proposed timeframe in the last Ten Year Plan (if applicable), and the project type is included with each listing. The data presented are for general reference purposes. Detailed information regarding the proposed projects is available at the NHDOT. The projects reflect previous priorities (as listed in prior Ten Year Plans), the NHDOT's and regional planning commissions' assessment of needs, and projected available funding over the next ten years.

Provided with the Ten Year Plan is supplemental information regarding the State's transportation system. The information includes a description of the development process of the Ten Year Plan and the subsequent Statewide Transportation Improvement Program (STIP). The supplemental information also includes an explanation regarding funding issues, and issues involved with the various components of the State's transportation system including Highway and Bridges, Bicycles and Pedestrians, Transit, Railroads, and Aeronautics. This section includes both narrative information and graphical information to identify facilities, conditions and needs of the transportation network in the respective project category.

The Governor's Advisory Commission on Intermodal Transportation (GACIT), after thirty-three statewide public hearings and subsequent GACIT public meetings adopted a recommended 2009– 2018 Ten Year Plan on November 28, 2007 and subsequently forwarded the Plan to the Governor. The Governor reviewed and modified the Plan and, on January 15, 2008, submitted the Plan to the New Hampshire Legislature for final adoption. In March 2008 the House Public Works and Highways Committee reviewed and forwarded it to the full House. The NH Legislature approved the Ten Year Transportation Improvement Plan in May 2008, and the Governor signed the Plan into law on June 25, 2008. An electronic version of the approved 2009-2018 Ten Year Transportation Improvement Plan and supplemental documentation is available on the NHDOT website: <http://www.nh.gov/dot/bureaus/planning/documents.htm>

TEN YEAR PLAN DEVELOPMENT CYCLE

The development and prioritization of projects in the State of New Hampshire is an ongoing effort to address transportation needs at the local, regional, and statewide levels. The Ten Year Plan, updated biannually, results from a complex and interactive process.

With the previous Ten Year Plan as a starting point, the process includes input from individual communities, development of Transportation Improvement Plans (TIPs) by the Regional Planning Commissions (RPCs), numerous public hearings by the Governor's Advisory Commission on Intermodal Transportation (GACIT), and review and approval by the Governor and then the Legislature. Performance measures and conditions such as pavement condition, bridge ratings, congestion levels, crash rates, user surveys, and available funding levels are considered in determining project need and prioritizing project implementation.

Once the NH Legislature adopts the Ten Year Plan, it is considered the final plan until subsequently reviewed and modified in the next cycle. Projects contained in the first four years of the Ten Year Plan form the basis for New Hampshire's Statewide Transportation Improvement Program (STIP), as required by federal law.

Current federal regulations require that the STIP include all projects contained in the Metropolitan Planning Organization (MPO) TIPs, as approved by the Governor. For non-MPO areas, the NHDOT uses the RPC TIPs as guidance, although project-by-project inclusion is not required. The TIP represents a strategy developed at the local level to meet current and future transportation needs. The STIP development process within the Ten Year Plan is a two-year cycle. The GACIT plays a key role in the development process by reviewing the plan and providing recommendations to the Governor. The development cycle is outlined below.

CURRENT TEN YEAR PLAN DEVELOPMENT SCHEDULE

<u>By Date</u>	<u>Year</u>	<u>Action</u>
Dec. 15	2006	MPOs/RPCs TIP Development Begins (2009-2018 time period)
May 1	2007	MPOs/RPCs Submit Draft TIP to NHDOT
August 23	2007	NHDOT Submits Draft Ten Year Plan to GACIT
Summer/Fall	2007	GACIT holds public hearings Statewide to obtain input on the Plan
Dec. 1	2007	GACIT Submits Draft Ten Year Plan to the Governor
Jan. 15	2008	Governor Submits Ten Year Plan to Legislature
June 1	2008	Legislature Approves Ten Year Plan (2009-2018)
June 15	2008	NHDOT Submits Ten Year Plan to RPCs/MPOs
July 30	2008	MPO's Approve 4 Year TIP's (2009-2012)
Sept. 1	2008	NHDOT Submits 4 Year STIP to FHWA/FTA for Approval
Oct. 1	2008	Approved 4 Year STIP (2009-2012)
October	2008	MPOs/RPCs TIP Development Begins (2011-2020 time period)

CYCLE BEGINS

New Projects are Introduced

Fall of Even Years
(2006, 2008, 2010, etc.)

Regional Planning Commissions (RPCs) request proposals from constituent communities for candidate projects.

Projects are Regionally Ranked

(November-December of Even Years)

The Transportation Advisory Committee (TAC) for each RPC rank projects submitted for consideration based on selection criteria established by each RPC.

Adoption of Statewide Plan December – June of Even Years

The Governor reviews the Statewide Ten Year Plan and submits it to the Legislature for consideration and approval. Public Hearings are held and input considered.

IMPLEMENTATION

After adoption by the Legislature, Metropolitan Planning Organizations (MPOs) incorporate approved projects into their Transportation Improvement Program (TIP).

Ten Year Plan Drafted / Debated

January – April of Odd Years
(2007, 2009, 2011, etc.)

Early, in the new year each RPCs TAC develops and approves a draft of the regional priorities and recommendations for consideration – keeping in mind selection criteria and each project's relative scores – for submission to the New Hampshire Department of Transportation (NHDOT).

RPC Plan Submitted May 1 of Odd Years

Each RPC submits its regional priorities and recommendations to NHDOT.

Draft Statewide Ten Year Plan Prepared May – December of Odd Years

May – July: NHDOT prepares the draft Statewide Ten Year Plan, using the information provided by each RPC for submission to the Governor's Advisory Commission on Intermodal Transportation (GACIT).

July - December: GACIT amends the Ten Year Plan after a series of statewide public hearings and submits it to the Governor.

CYCLE BEGINS AGAIN

THE TWO YEAR CYCLE

LONG RANGE TRANSPORTATION PLAN

In 2004, the New Hampshire Department of Transportation (NHDOT) began the process of updating its Long Range Transportation Plan in response to Federal Regulations that require each state to have an “official, statewide, multimodal transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process”, in effect, to lay out the vision for transportation in New Hampshire for the next 25 years. NHDOT asked the New Hampshire Charitable Foundation to convene a Community Advisory Committee to assist with the development and direction of the State’s Long Range Transportation Plan.

Over a two year period, the Community Advisory Committee (CAC) took a global approach to the issue of transportation and expanded the number of people engaged in the discussion. In their June 2006 Report, the CAC stated that transportation is central to the State’s economic and social well being and as pursued until recently, has not been sustainable. If the State is to prosper, awareness of transportation’s role must be better understood, and steps taken to broaden transportation choices.

Further, the CAC recommended:

- Transportation must be linked to broader State economic and environmental goals.
- The State must integrate transportation and land use decision-making.
- More transportation funding is needed to meet growing transportation needs.
- Transportation priorities in the Ten Year Plan must be established utilizing a framework that considers local, regional, and statewide needs; be provided in a more timely and responsive way; address root causes and not just symptoms; and be communicated more frequently and clearly with the public and NHDOT’s many partners.

A major contribution of the work of the CAC was a broad transportation vision which points out important criteria for transportation, but also reminds us of the critical links between transportation and broader issues in New Hampshire.

A Transportation Vision for 2030

In the year 2030, transportation in New Hampshire plays a critical role in preserving the state’s unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use.

Transportation in New Hampshire provides safe and secure mobility and travel options for all the state’s residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.

Community Advisory Committee, 2006

Efforts are underway at NHDOT to complete this long range planning effort, and to improve the way it does business. Key initiatives in the areas of Department Organization; Policies, Programs, and Projects; Investments; and Performance are being considered to help the NHDOT achieve the Vision.

Measuring the Way We Do Business: Results

Organization	<p>NHDOT must be structured correctly; staff must have the right skills and training, with the right tools and resources; and the way we do business must reflect our mission and our values.</p> <p>Action areas: Context Sensitive Solutions; reorganization to assure health and safety, environmental compliance, and financial transparency and effectiveness.</p>
Policies, Programs, and Projects	<p>Providing safe transportation facilities and services is our highest priority; we must measure and report how well we manage and operate the system.</p> <p>Action areas: Performance Measures; New Hampshire's Ten Year Transportation Plan; Strategic Highway Safety Plan.</p>
Investments	<p>Our spending must reflect system-wide investment priorities; investments must be cost-effective and yield high economic and quality of life returns.</p> <p>Action areas: Asset Management; preservation; revised Project Development Process.</p>
Performance	<p>We must form new and innovative partnerships; we must leverage funding and knowledge more effectively.</p> <p>Action areas: Statewide Corridor Management Planning; Communications Plan; Community Technical Assistance Program (CTAP).</p>

The key initiatives in these areas include:

- Traveler Safety – reduce fatalities and serious injury crashes of all travelers through public education, enforcement, or infrastructure programs and investments.
- Investment Strategy – raise and spend transportation revenue for the various transportation modes, facilities and services in a transparent and financially sound manner.
- ‘Preservation First’ – keep existing transportation infrastructure in good operating condition before building additional capacity.
- Corridor Studies – integrate transportation, economic, land use and environmental considerations into the planning for the most important statewide travel corridors (with a parallel and complementary regional program for each region’s important regional corridors).
- Asset Management – develop a set of analytical tools and decision-making processes to cost-effectively operate and make investments in the varied assets that make up the transportation system.
- Performance Measurement – establish targets for how the transportation system should perform and monitor and report if these targets are being met.
- Context Sensitive Solutions (CSS) – base transportation design and investment decisions on vigorous discussion of problems, community values, and priorities with the public.